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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY USSR

SUBJECT Pilotage/Security Measures/Vessels Observed/
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The Office of Naval Intelligence, 5ND, in report 37-54, furnished the following information to CIA for IAC dissemination in accordance with paragraph 3(c) of NSCID No. 7.

Pilotage

- As our ship approached Novorossisk we radioed three times for a pilot but the requests were not answered by the time we arrived off Doob Point where the pilot usually comes aboard, and the Master of our ship took the ship into the bay proceeding on a course which took us north of the Middle Ground. A pilot finally came aboard as our ship approached the Foreign Vessel Anchorage, and although the pilot was alone we had no conversation with him since he spoke only Russian. The pilot took our ship directly into the inner harbor where we anchored 500 yards SW of the coal pier, where we remained for one day until another ship left pier number 3. No tugs assisted our ship, and I saw no tugs while in the harbor. Our ship entered in ballast, and on departing our maximum draft was 29'3". The Master had an argument with the Harbor Master over the load line marking to be used, the latter wanted to load our ship to the Fresh Water line while the Master of our ship wanted to use the Salt Water line. The Harbor Master said that a different standard was applied in the Black Sea while the Master of our ship said that the same standard as used in the North Atlantic ports should be followed. After a lengthy argument the Captain won out and our ship was loaded in accordance with his wishes. Due to strong winds the Novorossisk harbor is especially unsafe in the winter, and very large cables had to be used to safely secure our ships to the pier.

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Security Measures

2. Our ship was boarded while at anchorage by customs, quarantine, and security forces the latter consisting of 10 to 12 policemen who conducted a routine search that lasted about four hours. A more thorough search was conducted upon departure and iron rods were poked into the holds apparently in an effort to uncover stowaways. Our ship was required to maintain radio silence and the only items sealed were cameras. Binoculars were permitted to be used, but I did not do so because I was afraid that the police might become suspicious. The usual guards were placed around the ship, one each at the bow, stern, and gangway. The usual pass procedure was followed but security measures appeared to be very strict. Even though the guards were familiar with me from prior visits, the formalities of checking my papers for identification with my face were gone through each time I left the ship. Strict security was also applied to the workers who came aboard to assist in loading, and the same pass procedure was followed with them.
3. Our ship left the harbor at night, and as we cleared the bay around 2300 three searchlights were played on the water around the ship. Searchlight number one was located at Doob Point at the eastern side of the entrance to Novorossisk Bay and while this light was very strong it did not appear to be at full power. Searchlight number two was located on the shore SW of Sudzhuk Point, and I believe it was portable as the light itself moved along the shore as the ship proceeded parallel to the coast. This light was also powerful and I would estimate its range at 10 miles. Searchlights one and two were used together and covered a considerable area, with some overlap. A third searchlight was located further west along the coast about five miles west of Sudzhuk Point. This light was also very bright, and I believe all three were of the carbon arc type since they had a tendency to sputter at first and then suddenly burst forth into brilliant white light. I would estimate that the period of these lights was two minutes on and then two minutes off with none of them remaining on constantly. The total time these lights were on was about two hours. I saw no radar installations or other fortifications, but I did observe one light used to sweep the water in the vicinity of the ship which was checking on any small boats that might be nearby.
4. On one occasion while the Captain was ashore an official came aboard and wanted to see the contents of the ship's safe. The official was advised that the Captain was ashore and he waited three hours until the Captain returned. The purpose of the official's visit was to check on the amount of money on board ship, the nationality of the currency, and the purpose for which it was intended. The safe was unlocked the entire time but the official failed to check it himself, and upon being told that the safe was unlocked the official declined to search it at all, simply taking the Captain's word for its contents.
5. Our ship was escorted in and out of the harbor by a Coast Guard boat that maintained a surveillance on the ship from pier four while our vessel was berthed at pier three. The signal tower at the end of pier three had a large telescope in it, and the soldier who manned the tower used the telescope to scan the harbor. The tower also had a searchlight which at night was used to flood the area around the stern of the ship and was on at all times.
6. Vessels Observed
I saw several merchant and naval vessels at Novorossisk and location references are made to H. O. Chart No. 4217. There was anchored in the Foreign Vessel Anchorage a wooden float with a 30-foot square canvas target mounted on it resembling a target sled. About five hundred yards south of the Western Mole was anchored a Soviet naval vessel of an estimated five thousand tons size and painted a very dark grey. Because of the fog I could not observe any details of

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the ship's superstructure or armament or see any hull name or hull number. At first I thought it was a destroyer type but later I believe I recognized it as the ex-Italian cruiser Duca D'Aosta. About three hundred yards off the coal pier I saw a Soviet tanker, in ballast, of about 8 thousand tons which I believe was UK constructed. There were three ships tied up at the coal pier, two on the western side and one at the end of the pier. All three ships were four to five thousand tons in size, flying the Soviet flag, and were discharging coal. I saw no ships at the cement pier but observation of this area was very difficult. On the northern side of pier three, two Soviet passenger/cargo ships arrived and departed in rapid succession. These ships appeared relatively new, were of UK design, and painted white with stack markings of a red band with the hammer and sickle superimposed. I did not see any radar on any of these ships, and each of them remained in harbor for only six to eight hours. Many passengers debarked. Asphalt or tar paper were unloaded and large kegs, possibly of wine, were loaded. On one of the ships a "good time" was being had as it was all lighted up, music was playing, and there was much noise from people's voices.

7. When our ship arrived at pier three I saw berthed there a three thousand ton Soviet freighter which was an ex-Italian ship, and it was loading grain for Italy. At the petroleum pier (pier five) one Soviet tanker took 36 hours to load while the same activity could have been accomplished in only 8 hours at a European port. I saw moored between the end of the Naval Reservation and the petroleum pier three Soviet naval vessels of the minesweeper/gunboat size. Also between the Coasting Mole and the Western Mole were two amphibious vessels, one similar to a US Navy LST and the other an LCM-type. I also saw small craft, consisting of barges, fishing vessels, and other harbor craft tied up on the south side of the Coasting Mole. A very small Coast Guard boat patrolled the harbor constantly, and it carried small arms and one machine gun.

Port Facilities

8. While our ship was berthed on the SW side of pier three we loaded 10,236 long tons of wheat in approximately 35.4 hours or at the rate of 289 tons per loading hour. The grain was brought to the pier by two conveyor belt-type systems that appeared to be made of rubber. On the pier itself there are four portable loading machines which transport the grain from the grain gallery to the ships. There is one loading chute attached to each of the two conveyor systems, but they cannot be interchanged although each is portable along the length of the pier. The two remaining loading chutes can be used on either of the two conveyor systems as needed, and thus two different grades of grain can be loaded simultaneously. My ship was loaded by only two chutes, both attached to the same conveyor system in the grain gallery. The other two chutes were idle even though one of them could have been used to load my ship. I believe the operation of three chutes simultaneously required more electric power than was available, but when I asked the dock officials why three chutes weren't used I got no reply.
9. The wheat loaded on our ship was of good quality, heavy, but very dry. It was excellent grain for making macaroni but would make poor flour. During the loading ten men were aboard to assist in trimming and women were used to take samples. The two passenger-cargo ships located on the NW side of pier 3 discharged many large rolls of asphalt or tar paper, and they utilized the ship's winches to unload the cargo from the ship to the dock. Some of the tar paper was moved directly into a storage area of the pier where there was always a supply of this commodity. The tar paper I observed was not of good quality and would not have been used for construction purposes in Italy. A portion

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of the tar paper was loaded on to an electrically operated roller conveyor that was about three hundred feet long and ran the length of the pier on the passenger ship side. I observed many Ford manufactured fork-lift trucks on pier, three that were not new but in good condition and had apparently been obtained by the Soviet Union through Lend-Lease in World War II. These trucks were used for general work, including the handling of the rolls of tar paper around the pier. They were also used to handle large kegs that looked like wine barrels and had arrived at the pier on conventional trucks for loading on the passenger ships. The SW side of pier three was being repaired, but there were very few people working on this project. I believe that there was some sort of construction or repair work in progress at the Cement Pier, but I could not be certain. The cement manufactured was being shipped from both the Cement Pier and the east side of the coal pier. There were two small traveling cranes on the east side of the coal pier which is primarily used to serve the cement works. I also saw a small floating crane with a short jib arm engaged in salvage operations in the wreck area 500 yards west of the coal pier. The large wreck lying off the end of the Old Petro Pier was being used as a storage place for buoys and chains, and I saw no activity around the wreck. I saw no changes at any other piers, including the Coasting Mole, with the exception of pier four where six empty floating tanks were emplaced in the destroyed portion of the pier, giving the appearance that construction work was in progress. These tanks were about 10 feet in diameter and were arranged in staggered rows of three tanks each, and they would be ideal for chaining together to form a harbor defense boom.

10. The local Inflat office was located at the head of pier one, and consisted of one room equipped with several telephones. A large picture of Lenin was displayed as were reproductions of old Russian paintings. The manager of the Inflat office had been in the Czarist Navy. I saw no shipbuilding or ship repairing activity while in the harbor.
- Miscellaneous
11. The cement works are very large and consist of a complex larger than shown on H. O. Chart No. 4217. The mountains behind the works were being used as a source of stone and they had a steplike appearance because of the quarrying operations. The entire area around the works was covered with smoke continuously, and large amounts of cement were being shipped from Novorossisk.
12. I took a bus from the pier area to the town at the exorbitant charge of 75 cents. The ticket collector was a woman who was far advanced in pregnancy and was obliged to stand the entire time over roads that were anything but smooth. Generally, the roads were in poor condition, and I saw a wooden bridge over the Tsemes river. The area between the Condenser Basin and Pier five is a Naval reservation used as a small naval repair facility, but this base is not used in the winter because of the excessively high winds. The city of Novorossisk is a dull place with no entertainment available, and prices were very high. The bread I observed being sold in the stores was coarse yellow corn bread.
13. Our ship was charged 2,844 rubles or US\$70. for one cubic meter of second rate timber. A copy of the ship's disbursing account explaining this transaction is available on file in the CIA Library. The people in the city of Novorossisk were quite friendly if alone, but they were afraid to speak to me if there was any chance of being seen or overheard. As an example, I had considerable difficulty in locating the Post Office because no one would speak to me when I approached.

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14. A policewoman came aboard who claimed she recognized me from a previous voyage, and at first I did not remember her as her appearance had changed considerably since November 1953. She was now wearing lipstick, had her hair neatly arranged, and was wearing a silk dress. I joked with her about the lipstick which I noted had been made in the US, and her silk dress that had come from China. The shoes she wore were also of good quality and did not appear to be Soviet made. The policewoman spent considerable time in my quarters drinking coffee, beer, and brandy with me, and offered to obtain writing paper for the crew which I had been unable to find in the city. I did obtain some writing paper from her and it was quite expensive. She also exchanged money for me at the official rate of exchange. The policewoman expressed an interest in other countries and a desire to travel, but when I asked her why she didn't travel to other countries she evaded the question.
15. I believe as individuals the Soviet people were very friendly, but fear was so deeply rooted in their way of life that they were automatically suspicious of each other. The fear extended right up to the "chain-of-command," so to speak.
16. My ship left Novorossisk on a course which took us south of the Middle Ground, and the pilot debarked just after we passed this point. The navigational light shown at Miskhak Point, about four miles west of Sudzhuk Point, on BA Chart 2235, was not functioning.

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LIBRARY SUBJECT AND AREA CODES
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